National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 05/30/2003

DEN02FA034
File No. 13468 | 03/24/2002 | Englewood, CO | Aircraft Reg No. N341DM | Time (Local): 16:31 MST

Make/Model:	Cessna / 340
Engine Make/Model:	Continental / TSIO-520-NB
Aircraft Damage:	Destroyed
Number of Engines:	2
Operating Certificate(s):	None
Type of Flight Operation:	Personal
Reg. Flight Conducted Under:	Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	3	0	0

Last Depart. Point:	Gunnison, CO
Destination:	Same as Accident/Incident Location
Airport Proximity:	Off Airport/Airstrip

Condition of Light:	Day
Weather Info Src:	Weather Observation Facility
Basic Weather:	Instrument Conditions
Lowest Ceiling:	1500 Ft. AGL, Overcast
Visibility:	5.00 SM
Wind Dir/Speed:	050 / 010 Kts
Temperature (°C):	-2
Precip/Obscuration:	Drizzle; Snow Shower / None

Pilot-in-Command Age: 63

Certificate(s)/Rating(s)
Airline Transport; Commercial; Multi-engine Land; Single-engine Land
Instrument Ratings
Airplane

Flight Time (Hours)

Total All Aircraft:	3563
Last 90 Days:	Unk/Nr
Total Make/Model:	560
Total Instrument Time:	UnK/Nr

The pilot was flying a three leg IFR cross-country, and was on an ILS approach in IMC weather conditions for his final stop. Radar data indicated that the pilot had crossed the final approach fix inbound and was approximately 3 nm from the runway threshold when he transmitted that he had "lost an engine." Radar data indicates that the airplane turned left approximately 180 degrees, and radar contact was lost. A witness said "the airplane appeared to gain a slight amount of altitude before banking sharply to the left and nose diving into the ground just over the crest of the hill." Postimpact fuel consumption calculations suggest that there should have been 50 to 60 gallons of fuel onboard at the time of the accident. Displaced rubber O-ring seals on two Rulon seals in the left fuel valve and hydraulic pressure/deflection tests performed on an exemplar fuel valve suggest that the fuel selector valve was in the auxiliary position at the time of impact. The airplane's Owner's Manual states: "The fuel selector valve handles should be turned to LEFT MAIN for the left engine and RIGHT MAIN for the right engine, during takeoff, landing, and all emergency operations." No preimpact engine or airframe anomalies, which might have affected the airplane's performance, were identified.

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings
1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (F) FLUID,FUEL - STARVATION
3. (F) 1 ENGINE

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings
4. (F) AIRCRAFT CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
5. (F) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot not following procedures/directives (flying a landing approach with the left fuel selector in the auxiliary position). Contributing factors were the loss of the left engine power due to fuel starvation, the pilot's failure to maintain aircraft control, and the subsequent inadvertent stall into terrain.